

RESOLUTION OF AWARD OF CONTRACT, NO.2.

RESOLVED, by the Board of Trustees of the City of Lodi, that the said Board having on the fourth day of December, 1911, at eight o'clock, P.M., the hour fixed therefor, in open session, publicly opened, examined and publicly declared all the sealed proposals or bids filed for doing the street work hereinafter specified, to be done, in accordance with the plans and specifications hereinafter stated, pursuant to the "Improvement Act of 1911," the contract for said work be, and hereby is, awarded to Ransome-Crummey Company, a corporation, as the lowest regular responsible bidder therefor, at the prices named for said work in its proposal on file, namely:

For grading, filling, estimated at 1696.6 cubic yards,  
at 35¢ per cubic yard.  
For grading, cutting, estimated at 2325.2 cubic yards,  
at 35¢ per cubic yard.  
For grading, estimated at 3000.0 square feet,  
at 3¢ per square foot.  
For curbing, estimated 6366.0 lineal feet,  
at 30¢ per lineal foot.  
For gutters, estimated 8262.5 square feet,  
at 18-3/4¢ per square foot.  
For base of pavement, estimated 153315.0 square feet,  
at 8 1/2¢ per square foot.  
For binder, estimated 153315.0 square feet,  
at 2 1/2¢ per square foot.  
For binder, estimated at 80 cubic yards,  
at \$6.00 per cubic yard.  
For wearing surface of pavement, estimated at 170500.0 square  
feet at 8-3/4¢ per square foot.  
For 38 culverts at \$3.00 each.

The said street work is described as follows, is to be done as hereinafter specified, and the cost and expense thereof are to be charged upon the assessment district hereinafter described, to-wit:

That Sacramento Street from the north line of Lodi Avenue to the south line of Lockeford Street, excepting that portion thereof north of a curved line two feet south from the southernmost rail of the Southern Pacific Railroad; that Elm Street from the east line of School Street to the west line of Sacramento Street and from the east line of Sacramento Street to a line two feet west from the westernmost rail of the Southern Pacific Railroad; and that Pine Street from the east line of School Street to the west line of Sacramento Street (except such portions thereof as are required by law to be kept in order or repair by any person or company having railroad tracks thereon and excepting also such portions thereof as are occupied by concrete sidewalks thereon) be graded to the official grade; that along the roadway sides thereof (excepting the south roadway line of said Pine Street immediately fronting lots 16, 17 and 18 in block number 16) a concrete curbing six inches wide be constructed; that along said above described roadway sides of Sacramento, Elm and Pine Streets, except the main roadway of said Pine Street, said curbing shall be of a depth extending from curb grade to the bottom of the abutting concrete foundation hereinafter provided for; that along the main roadway sides of said Pine Street, said curbing shall be of a depth extending from curb grade to the bottom of the abutting concrete gutters hereinafter provided for; that upon the sub-grade of the roadway of said first described portions of Sacramento, Elm and Pine Streets except the main roadway of said Pine Street, a concrete foundation five inches thick be laid; that along the main roadway sides only of said first described portions of Sacramento, Elm and Pine Streets, concrete gutters twenty-four inches in width at culvert and fifteen inches in width at all other places be laid; that at main street intersections, arched reinforced concrete culverts eight feet long, twenty-four inches wide and two inches thick be constructed over the gutters between the produced bounding lines of the sidewalk spaces of each intersecting street; that along the roadway sides of said first described portions of Sacramento and Elm Streets, said above described gutter shall be laid directly on said concrete foundation; that along said above described portions of the roadway sides of Pine Street, said above described gutters shall be six inches thick; that for the main roadway of said Pine Street, the present macadam surface shall be taken for a sub-grade and thereupon laid an asphaltic binder to a height and cross-section one and one-half inches below surface grade; that over all of the roadway of said first described portions of Sacramento and Elm Streets, except all gutter areas heretofore provided for, an asphaltic binder course one inch thick shall be laid; that over all of the roadway of said first described portions of Sacramento, Elm and Pine Streets, except all gutter areas heretofore provided for, an asphaltic wearing course one and one-half inches thick be laid. Excepting, however, such portion of Sacramento street as is required by law to be kept in

order or repair by any person or company having railroad tracks thereon.

That in the opinion of the said Board of Trustees, the above described work is of more than ordinary public benefit, and it is by said Board hereby declared that the costs and expense of said contemplated work be, and hereby are, made chargeable upon the assessment district hereinafter described, and that the exterior boundaries of such districts are described as follows, to-wit:—

Beginning at the northeast corner of block number 21, said corner being on the west line of the Southern Pacific Railroad right of way, thence southerly along said west line of said right of way to the north line of Elm Street; thence easterly along said north line of Elm Street to the center line of said right of way; thence southerly along said center line of said right of way to the south line of Elm Street; thence westerly along said south line of Elm Street to said west line of said right of way; thence southerly along said west line of said right of way to the north line of Lodi Avenue; thence southwesterly along the said north line of said Lodi Avenue to a point half way between Sacramento and School Streets; thence northerly and parallel with said School Street to the center of block number 16, said center of said block being also the center of the junction of two alleys; thence westerly along the center line of one of said alleys to the east line of School Street; thence northerly along the east line of said School Street to the center line of the alley running east and west through the center of block number 14; thence easterly along said center line of said alley to the center of said block number 14; thence northerly parallel with said School Street to the south line of said Lockeford Street; thence easterly along said south line of said Lockeford Street to the point of beginning; all of said lots, blocks, streets, alleys, avenues, right of way, etc. being, as shown and delineated on the official map and plat of said City of Lodi by F. E. Quail, County Surveyor, approved as and declared to be the official map of said City by the Board of Trustees of said City on the second day of March, 1908.

That the aforesaid described district is hereby declared to be the district benefited by said work, and shall be assessed to pay the costs and expenses thereof.

Said work shall be done in accordance with the plans and specifications adopted for the street work provided by Resolution No. One of this City and adopted July 17, 1911.

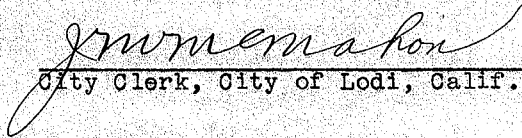
The City Clerk of said City of Lodi is hereby directed to post notice of this award, conspicuously for five (5) days, on or near the Council Chamber door of said Board of Trustees, and also to publish <sup>said</sup> ~~six~~ Notice by one insertion in "THE LODI SENTINEL (weekly edition)" a weekly newspaper, published and circulated in said City.

Passed this fourth day of December, 1911, by the following vote:

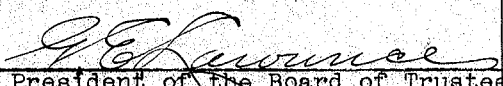
Ayes: Trustees F.O.Hale, G.E.Lawrence, and L.Villinger.

Noes: Trustees C.A.Rich.

Absent: Trustees J.M.Blodgett.

  
City Clerk, City of Lodi, Calif.

Approved this 4th. day of December, 1911.

  
President of the Board of Trustees  
City of Lodi, Calif.